

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday. Mr. D. W. Tratman (President) occupied the chair, and there were also present: Hon. Mr. W. Chatham, C.M.G. (Vice-President), Col. Irwin, Messrs. W. L. Carter, F. B. L. Bowley, Ng Hon Tsz, Chan Kai Ming, Dr. Clark (Principal Medical Officer), and Dr. Pearce (Medical Officer of Health).

Dr. Clark acted as Secretary in the absence of Mr. Bowen Rowlands.

POKFULAM CATCHMENT AREA.

A letter was read from the Government, as follows:—"Sir, I am directed to acknowledge the receipt of your letter of the 7th November, transmitting a resolution adopted at a meeting of the Board, held on the 6th of November, and in reply to state that the Government have every confidence that the Director of Public Works, who is also the Water Authority, will so control the issue of permits to take building material and turf from the Pokfulam catchment area that a pollution of the water supply drawn from the Pokfulam Reservoir will not occur. In the circumstance the Government do not consider it necessary that applications for such permits should be referred to the Governor-in-Council."

Mr. Bowley minuted—I suggest that the Government be asked to inform the Board when any new permit is issued and when any old permit is renewed, giving particulars of locality and conditions so that members may have an opportunity of inspection.

Dr. Fitzwilliams minuted—The Hon. Director of Public Works states that he is unable to see how the issue of such permits can endanger the supply (9-7-12), and (this after the last sentence of the Head of the Sanitary Department's minute of 30-8-12, and my minute of 19-9-12, results in an official letter of confidence of 18-12-12 and a statement of His Excellency positively declaring that the danger is infinitesimal (5-9-12). It must therefore be my duty to record my disagreement.

Mr. Bowley said the letter from Government states that the Government had every confidence that the Director of Public Works, who was also the Water Authority, would so control the issue of permits that pollution would not occur. He thought the Board would rather put it that because the Water Authority was also Director of Public Works the Board had not the same confidence in the combined official as the Government, judging from the way in which this gentleman combining in one person the offices of Director of Public Works, Building Authority and Water Authority, issued the permits for the taking of building material and the depositing of rubbish within the Pokfulam catchment area. He thought the Board would agree that if this official were the Water Authority only he would certainly not issue any of these permits, and that it was the fact of his holding the position of Director of Public Works and Building Authority which led him to go against what he could imagine would be his judgment were he solely the Water Authority. It was all very well for the Government to say that the risk of contamination was infinitesimal, but if it was possible to avoid all risk altogether why should it be incurred unnecessarily. It was suggested in some minutes attached to those papers that because the London water supply was drawn from areas which were liable to pollution, therefore the Hongkong supply might be drawn from areas liable to pollution. That argument, he thought, would not appeal to the Board. The London water supply was drawn largely from the Thames Valley, which was liable to pollution. It was almost impossible to prevent pollution in the Thames Valley, because that valley contained a large number of towns and villages, and its area was enormous compared with the Pokfulam valley. The Thames Valley was not crown land and was not under the control of the London Water Board, and therefore the London Water Board had to do the best it could in the circumstances with the materials at its disposal. It was necessary at present for Hongkong to obtain water from the Pokfulam valley, but that area was a very small one comparatively, containing no towns or villages. It was exclusively crown land and the Government had absolute power over the greater part of it. The Government might by diverting a highway close the whole valley to the public. Therefore, it seemed to him that the comparison between the Thames Valley and the Pokfulam valley failed. There was the further set of circumstances that the water supply from the Thames Valley was subject to the most elaborate precautions by way of precipitation, aeration, storage and filtration, and it was also examined frequently by leading experts chemically and bacteriologically. Pokfulam water supply had been proved insufficient as to length of time for storage and filtration, and the bacteriological and chemical analyses of the Pokfulam water supply which were circulated to the Board

showed almost invariably that the water was inferior to Tytam, and that Tytam was inferior to the Kowloon supply. The bacteriological examinations which used to take place had apparently been discontinued, or else the reports of the Bacteriologist were withheld from the Board. The risk of contamination was greater in a tropical country than in a temperate country like London, and in a tropical country could not afford to run unnecessary risks. He proceeded to argue that there would be no great hardship and no great inconvenience by prohibiting building material to be taken from there or allowing rubbish to be deposited there, and said there were other areas which could be used for these purposes. No one had any right to complain if those permits were withdrawn, and the only inconvenience that would result if the permits were not issued was that contractors would have to go elsewhere. There was not much danger of building material being taken surreptitiously, as in ordinary weather the whole of Pokfulam was exposed to view from numerous roads. There was the police station at the head of the valley, there was another further down, two land officers had their houses overlooking the Valley, the principal land surveyor lived in a house which overlooked it, and the Deputy Building Authority also. Coolies did not usually carry away building material or red earth in the night time, and now that the Peak burglar was more or less safely confined within the limits of Victoria Gaoi the Peak policeman might enjoy his well-earned night's rest and be able to see during the day time whether coolies were trespassing in the Valley and removing earth and stone. Of course it was possible that the Peak burglar might be able to pick his way through an eighteen inch wall under the supervision of the Water Authority in one of his capacities, but until he did that, it seemed to him that the police, the Public Works Department, and the Water Authority should be able to see that no surreptitious use of the Valley was made. He then proposed the following resolution:—"That this Board desires to place on record its dissent from the policy of the Government in sanctioning the issue of unnecessary permits which increase the risk of contamination of the Pokfulam water supply."

Mr. Carter seconded, in the absence of Dr. Fitzwilliams who had intended seconding the resolution. Some years ago a number of soldiers encamped without permission in the catchment area and were promptly ejected. If he applied for permission to encamp within the Pokfulam area would that permission be granted? It seemed to him that the two things were the same. It reminded him of a certain officer who declared that there were two kinds of sense—Common sense and Royal Engineers' sense. It appeared to him that the sense of the Public Works Department was like R.E. sense.

Hon. Mr. CHATHAM said he did not think he could add a great deal to what he had already said on the subject which had been before the Board over and over again. He refuted Mr. Bowley's statements that material could be obtained and rubbish deposited in areas beyond the catchment area at slightly less expense. Proceeding, he said they had to deal with a place as it existed. No one would advocate building in a drainage area whilst it was being used as a source of a water supply, but the fact remained that this area had been built over to a considerable extent and it would mean considerable expense and great hardship to remove that area and restore it to its original condition. When he came to Hongkong many years ago the Peak Hotel and the Mount Austin Hotel were in course of erection, heaps of coolies were at work there, and immense quantities of earth and other material were being deposited within the drainage area. If the condition of affairs then existing were contrasted with those obtaining today it would be seen that any disturbance which took place was infinitely less. He was not aware that any member of the Board could point to any epidemic that had resulted from the use of the Pokfulam water supply. Mr. Bowley stated that it was relatively less pure than Tytam or Kowloon, but the fact remained that it was a water supply of great purity. He did not think it was necessary to reply to the question of Mr. Carter. The suggestion which it contained was rather foolish.

Colonel Irwin took it that the Sanitary Board was the Sanitary advisers of the Government. They had sent resolution after resolution on this subject calling the attention of the Government to what they believed—and some of them had spent their lives in the study of sanitary science—to be a real danger, but the resolutions had not been met, and he thought they ought to support that resolution as a last resort. Analyses showed that that water was pure, but it was a water which was liable to contamination. It was their duty to point out that danger, and on the Government would lie the onus whether they accepted their advice or not.

Mr. Bowley added that Dr. Fitzwilliams was thoroughly in accord with the resolution and indeed wished to make the terms very much stronger.

PROTECTING THE WATER SUPPLY.

The following letter, dated 26th November, from the Government was read:—"Sir, I am directed to acknowledge the receipt of your letter of the 20th inst., forwarding a resolution passed by the Board at a meeting on the 16th inst. on the subject of the protection of the purity of the water supply."

LI HUNG CHANG'S DIARY.

ON GORDON AND THE REBELLION.

[FROM THE LONDON "OBSERVER."]

Writing while the guest of the German Government, Li Hung Chang refers at length once more to General Gordon, the English commander of the "Ever-Victorious Army," which he employed so successfully in putting down the Taiping rebellion in 1863.

"The English will want to know just what caused the trouble between General Gordon and myself, and I will have to tell them that I was not at all jealous of him, as has been charged so many times. Why should I be? He was directly under my orders, and nothing pleased me better than to see him win so many battles with the 'Ever-Victorious Army' and drive the Wangs [leaders of the Taipings] into Soochow."

"Gordon was not over-anxious for the end of the rebellion, and I knew that he had secretly memorialised the Throne to make him General-in-Chief of all the armies of China, including those of the different viceroys. He did not know that no person had power to grant him such unlimited authority, and his foreign pride made him think he was above myself in power. He made mistakes, and many of them, but I overlooked them all, thinking only of the great good he had rendered the country."

"His final mistake, however, I could not overlook, and my memorial to the Throne was the cause of his dismissal forever from the service of China."

"A 'GRIEVOUS MISTAKE.' This grievous mistake of his was the accusation that I had treacherously caused the murder of the Wangs upon my own charge. The very truth of this matter is here written for the second time; the first time was in my report to the Grand Council at the Northern Capital, made in the year 1869, just before I myself took the field against the Shantung rebels."

"General Mow Wang told the other Wangs at Soochow that he would not surrender to the Imperial forces, but would continue fighting for ten years. He was killed upon this statement, and Chung Wang sent word to me that he intended to surrender. I immediately informed my own lieutenant, General Ching, and Chung Wang and eight other generals, with their men, surrendered. We were most friendly disposed when the fighting was all over, and it was myself who proposed that we have a feast in celebration. To this Chung Wang, Lah Wang and General Ching readily assented, and soon the banquet was set on board my private boat."

"In the meantime General Gordon, who thought he had not been accorded full glory for the complete surrender of the Taipings, moved the 'Ever-Victorious Army' away from Soochow to his old headquarters at Quinsan. This was against my orders, and also against the counsel of General Ching, but Gordon claimed there was a large amount of pay due him and his men. This was true, but it was also true that he had not been promised and should not have expected pay until the Soochow army had surrendered. He was feeling ill and was waiting for replies to his memorials sent to the Throne. His last memorial, as I knew through See Lun H'en, who wrote it, was very much against me."

"When the banquet was set and we were in the midst of our joyousness report was brought me that two large boats had pulled out from the shore and were coming directly to my boat. I went to the near side and looked. It was about the hour of the cock (7 p.m.), and I could not discern plainly, but it seemed to me as if Gordon himself captained one of the boats."

"I went back to the feast and told the Wangs I believed Gordon was coming. Ching turned very white and whispered to me that he was afraid of what he did not say; but before we—Ching, Lah Wang and myself—had time to reach that end of the boat which was pointed to the shore, Imperial officers and soldiers clambered aboard from both sides and began cutting everyone they met. They killed Lah Wang by my side, and one fellow stabbed General Ching, but only slightly. An officer was coming toward me with his sword, but he fell to his knees when I raised my hand."

"Ching, Lu Kien, Tu Kiang, General Tung and myself all surrendered in getting into one of the soldier boats, and the polemen pushed us to the shore. Immediately I issued orders to all the troops in the city to make an attempt to capture those of the attacking party, but the feeling against the Wangs was so strong that I think but little attempt was made to carry out my orders. That night I learned that all the members of the banquet party remaining aboard were decapitated and their bodies thrown into the river. Among these were a deep personal friend whom I loved very much, and a young nephew of mine from Wu-Bang."

"I will have Fen Loh (his English secretary) make a translation of this and a number of copies, and if I am asked anything about this in England this translation will be the answer."

"FORGOTTEN." Evidently the Viceroy was not questioning regarding the Wang massacre by his English entertainers, for this line appears among his notes made two weeks later on board the Atlantic liner.

"Only Gladstone mentioned Gordon to me in England. I guess most people have forgotten him."

GORDON AND THE REBEL KINGS.

(By A. ESMONT HAKE, Author of "The Story of Chinese Gordon.")

It would be too generous to suggest that Li Hung Chang, in retelling in his "Diary" 30 years later the story of the part he played in the murder of the Wangs, or rebel kings, was the victim of an innocent senility; for no man's wrong doing could have been more forcibly driven home to him than the treachery of which he was proved guilty. Fortunately, the honour of England and of her pro-consuls of those days, was jealously safeguarded by representatives

who gave no quarter to those who dared to tarnish it, and it is inconceivable that the storm of indignation and scorn, official and private, that raged around the Chinese satrap's head at the time could have been forgotten by him, or that the memory of its cause could have been blurred even by the conspicuous triumphs and failures of his crowded career. The whole affair is simple enough, even though it is briefly told. Thanks to the rapid movements and strategic skill displayed by Gordon along the network of waterways of the Yangtze river, his little band of 3,000 men—the Ever Victorious Army—had compassed wellnigh a score of victories in the span of a few months, scattering the rebels in all directions, causing a minimum of death among the enemy and inflicting but small injury upon the pastoral populations of these backward regions. In the course of that memorable campaign, capture soon became the order of the day, and so impressed was the enemy with the spirit of mercy to the fallen shown by the British Commander that capture was soon to be replaced by surrender and even voluntary adherence.

Though the resistance had been stubborn, notably among the Wangs and the Tiench Wangs, or minor chiefs, and the peril constant and great, the unique spectacle of a great alien captain, unarmed, leading his men with one hand pressed on their shoulders into the breach, his other waving a cane or "magic wand," to point the way, amidst the shower of shot, stinkpots, and shell, had produced an immeasurable spirit of superstitions awe among the foe.

The fall of Soochow, the key to final triumph, was imminent. With its capture the backbone of the great rebellion would be broken. A Venice, rearing its strength in the midst of fresh water canals, and guarded by huge ditches and almost impassable moats, its impregnable aspect might well have baffled the courage and ingenuity of the bravest and most adroit captain to snatch that stronghold from the rebels with little or no slaughter, to end the great conflict and restore peace to the innocent victims of a horde of pseudo-Christian marauders—such was the policy of Gordon as he approached and parleyed with the self-styled rebel kings.

With that quick and sure insight of his, he had picked out the most promising and sane of that insensate gang, one Nar Wang, whom he mentions in a hurried letter home as a "very good Wang, and very far superior to any of the Imperialists I have met," and in November, 1863, accompanied by General Ching, Li Hung Chang's Imperialist lieutenant and representative, a compact was made with the chief Wangs and thirty-five Tiench Wangs that on their agreeing to submission their lives would be spared.

With this understanding Gordon entered Soochow some days later alone, to find the city in a state of tumult and confusion. The Imperialist troops were ruthlessly sacking the dwellings, and the wives and children of the rebels were hurrying for protection to the palaces of the Wangs, or to whosoever they could find shelter from the general riot and the looting parties. Gordon, who was on horseback, assisted in protecting some of the rebel women folk, but in his attempt to spare them to a refuge he was taken prisoner. It is characteristic of him that in not one of his letters does he mention the imminent peril in which he had thus been placed. He was, of course, fully cognisant of the fact that something very serious must have happened—that the Imperial leaders were not carrying out his policy of a peaceful entry into the city. But he had not the smallest inkling of the truth that in a creek hard by, the rebel kings, including his favourite, Nar Wang, for whose security his word was pledged, lay dead upon the shore, their heads severed from their bodies. Fortunately for him and for his country, no news of the treachery had yet reached the ears of his jailors; for, had this been so, he would assuredly have been seized on the instant and tortured to death.

But, by dint of a miraculous display of tact and decision, he persuaded his jailors to let him go free, and in the crowded confusion of the city he unexpectedly met General Ching, whom he described afterwards as looking "very pale for a Chinaman." His suspicions were then at once aroused and were soon confirmed by Ching's silence or prevaricating speech. Gordon forthwith insisted on being taken to the Wangs, and at the tragic spectacle of the dead bodies he burst into tears. But soon fury succeeded grief, and, leaping into a boat, for the first time in the campaign, the Captain of the Ever Victorious Army went armed: for he had secured a revolver, and was soon chasing the great Viceroy, Li Hung Chang, in and out the intricate waterways of the Yangtze. But Ching had warned his chief, and Gordon, abandoning the chase, went back into his quarters at Quinsan to join his little band of troops.

When, later, the story of this treachery reached them, a rough adventurous crew of all nationalities though they were, their abhorrence, their indignation and their threats were such that their commander feared lest they should go over in mass to the rebels. But Gordon's words to them brought even these rugged humans to their senses; for he showed them that by joining the enemy, the sin would then be visited upon the innocent, the Chinese people, and not on the culprits who committed it.

Gordon's letters home, from which one might fairly be tempted to quote at length, are filled with expressions of sorrow and scorn at the tragic turn of events. "If faith had been kept, there would have been no more fighting, as every town would have given in," he says. Again: "We had accomplished the suppression of the Rebellion with very little loss of life." And in a moment of passing despair, he cries: "I fear all my work has been thrown away." Then, in a sentence following, there comes this touch of tender patience: "My only consolation is that everything is for the best."

To him the motive that could have actuated Li Hung Chang is "quite incomprehensible," and he adds, with a quiet sense of his own strength: "He must have known, from his previous acquaintance with me what a row would be produced, and what a personal risk he ran, for when it happened my troops were not two hours' march from him."

And the predicted row was not long in happening. Prince Weng was at once dispatched as the bearer of a hurried note from Gordon to General Brown, Commander of the troops at Shanghai,

and that officer, in response, at once paid a visit to Gordon and to Li Hung Chang. It would be an agreeable and a proud task, did space permit, to recount the details of these interviews, especially of the one between the British General and the Commander of the Imperialist Forces: for the prompt and fearless manner in which General Brown speedily brought the Chinese official to book, and wrested from him a confession of full responsibility for the murder of the Wangs and the sacking of the city, and a complete exoneration of Gordon from all blame, while informing him of his set intention to dispatch a full account to Sir Frederick Bruce and to Lord de Grey of the cruelty, perversity and impolicy of a fruitless severity characterising the Imperialist Commander's conduct. All this, with other examples of immediate, downright and fearless action, constitutes a noble comment upon how our pro-consuls of those days went straight to their work in the defence of England's and their own honour, regardless of the effect upon the wirepullers and the polls at home.

THE MAGISTRACY.

Mr. Melbourne heard a case in which a Chinese was charged with attempting to export 210 taels of opium. A fine of \$500 was imposed or three months in default.

For being in unlawful possession of street lamp fittings a Chinese was yesterday sent to prison for two months and ordered to be exposed in the stocks for four hours.

A further remand of the three women charged with being concerned in the Cheung Chau piracy was granted yesterday by Mr. Hazeland, it being stated that the man in custody at Macao was still too ill to travel.

A Chinese who had been found in the garden adjoining Captain Aitken's residence in Austin Road, Kowloon, was convicted yesterday by Mr. Hazeland of being a rogue and a vagabond, and was sentenced to six weeks' imprisonment.

A Chinese, who attempted to commit suicide by jumping from a ferry launch plying between Yaumati and Hongkong, and who was in hospital for a fortnight, appeared before Mr. Hazeland yesterday. A countryman of his offered to take charge of him, and he was discharged.

Mr. R. A. Harding appeared at the Magistracy yesterday and applied to Mr. Hazeland to have a case reheard in which a boy had been fined \$50 by his Worship, or in default two months, as well as ordered to be birched, for using indecent language to female passengers on the tram cars at Shauiwan during the boycott disturbances. He made the application on the ground of mistaken identity, and stated that he was prepared to prove that at the time of the alleged offence the defendant was at work in his master's stall in the market. His Worship refused the application, saying that he inflicted a heavy penalty because it was his duty to put a stop to those riotous proceedings.

An American bluejacket named Arthur Thompson was charged at the Magistracy yesterday with stealing a ten dollar bill from the pocket of F. L. Vernon. It appeared that the men were in an hotel drinking and the complainant tendered a ten dollar bill in payment for drink. He was asked by the bar boy if he had no small change, and he then put the bill back into his pocket. Later, the defendant, in front of witnesses, put his hand into the complainant's pocket and took out the bill. He left the building, and was subsequently arrested, a ten dollar bill being found in his shoe. His Worship did not think there was any felonious intent on the part of the defendant, and discharged him, but imposed a fine upon the complainant of \$5, for being drunk and incapable.

CHINA'S FINANCIAL CONDITION.

MR. AGLEN'S MEMORANDUM.

Mr. F. A. Aglen, the Inspector-General of the Imperial Maritime Customs, has submitted the following corrections to his recent memorandum which, it is understood, was compiled hurriedly as a response to a special request made by the Cabinet. Since the matter has been gone through very carefully.

In the memorandum the Japanese share of the Boxer Indemnity was reckoned at 185,000 yen instead of pounds sterling, which make a difference of £204,000 sterling annually, or £238,000 to the end of 1912. Against this the original report did not allow for the refund of the American portion of the Boxer Indemnity.

Secondly. Later returns show that there is every reason to expect, on a conservative basis, that the surplus from the native Customs will realize ten million taels instead of eight millions as previously stated.

Thirdly. The memorandum did not take into consideration the interest accruing upon the large sums lying in the banks.

Therefore, on the whole, Mr. Aglen's original memorandum was not sufficiently optimistic.

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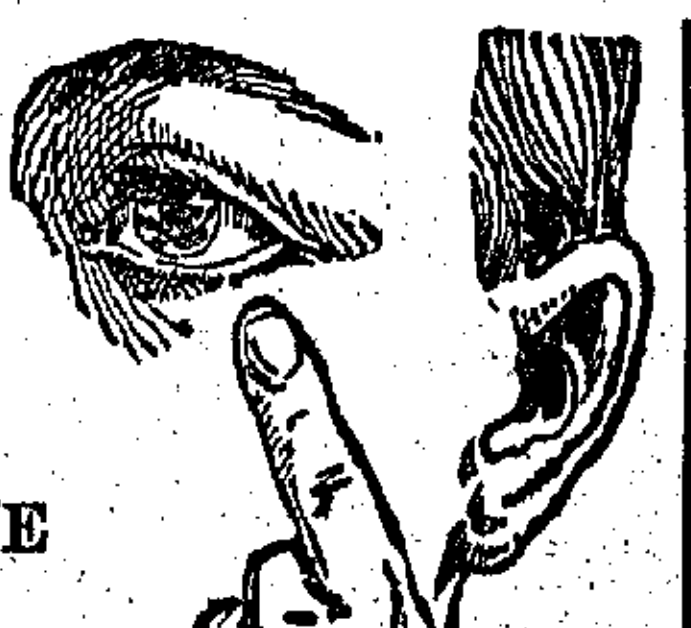
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OUR

STUDY

OF

THE EYE



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BRITISH AND FOREIGN SHIPBUILDING.

THE PACE OF CONSTRUCTION.

The delay in British warship building by contract, which forced from the First Lord of the Admiralty in the House of Commons on November 4th an expression of his dissatisfaction, cannot but give rise to some anxiety. The circumstances seem to indicate that we may be trusting too much to a belief in the ability of our shipbuilders to turn out vessels quicker than can our rivals. The delay in construction must tend, moreover, to alter the balance of completed ships at various specified dates, possibly to our disadvantage. Mr. Churchill, when introducing the Navy Estimates on March 18th, said that it was an ill service to the navy and to the State to build a single ship before her time, but he also pointed out that from the moment when the design of a ship had been finally fixed she had become a wasting security. Manifestly, then, delays in completion may give opportunity to our competitors to put afloat vessels of later and better design. In ordinary circumstances, said the First Lord, we should not lay down our ships until our rivals had started theirs. This plan, however, can only be satisfactory provided that if we begin later we construct faster and complete earlier. Referring on the same occasion to the shipbuilding resources of the country, Mr. Churchill said:

It is not possible to say whether our most prominent competitors can build as fast as we do. What is certain is that they do not in practice do so; and it is also true, I am pleased to say, that we can build, arm, and equip great ships each year, and we can continue that process year after year upon a scale largely in advance of any other single Power, according to its present resources. The House may take it for certain that there is absolutely no danger of our being overtaken unless we decide as a matter of policy to be so.

As to whether the assurance thus given still holds good there has been so far no official pronouncement, but surely the time has arrived when the country is entitled to know how it stands, and to what extent the general retardation in construction has affected our position relatively to that of our rivals. What is known is that, of the armoured ships of the 1909-10 programme, the *Conqueror* and the *Princess Royal* are more than six months behind time. Similarly, with the ships of the 1910-11 programme, while all should be completed by March 31st next, the revised date for the *Queen Mary* is June, 1912, and for the *Audacious* September, 1912, while even the Government-built ship *Centurion* will be three months late. Moreover, the Dominion vessels *Australia* and *New Zealand* are both behindhand, and it was officially stated on October 30th that there would be similar delay with the *Delhi* and *Tiger*, of the 1911-12 programme. Some of the assigned reasons for this lamentable state of affairs are the replacement of defective fittings and inferior armour plates, or structural alterations made necessary by faulty design. But principally the retardation is directly due to labour troubles. It is beyond doubt of incalculable importance that our construction should be more rapid than that of our rivals, and since it is manifest that temporary conditions may be the cause of delay, an obvious precaution would have been to lay down the ships a little earlier, and thus to accelerate their completion. It is satisfactory to learn that in the case of the first three armoured ships of this year's programme this precaution is being taken, and that, out of the amount of money likely to be expended by the contractors, almost as much again as appeared in the original estimates will be expended for the speeding up of the construction of these vessels.

THE PRIVATE YARDS AND FOREIGN RIVALRY.
In connection with the work in the hands of the contractors, there is another phase of the matter which demands attention. Just now there are building in the private yards for Brazil, Chile, Japan, and Turkey no fewer than six large armoured vessels, and in addition there are a number of smaller cruisers and torpedo craft under construction for foreign Powers. It is of world-wide knowledge that the energy, enterprise, and capital which have been put into the warship building business in this country look for a return not only from orders received from our own Admiralty, but from those of foreign nations as well. Anything that tends to diminish the prestige or the experience of the private yards is a national loss, because it is to the advantage of their competitors abroad. There was a time when all the Powers of the world requiring warships which they were unable to build themselves came to England for them, but the development of the yards in some other countries has now led to a rivalry which is very keen and persistent. With Germany this is particularly the case, since there, stimulated by Government orders, a number of new yards have come into existence which, now that the output of national ships is being reduced, have to look abroad for work in order to maintain their activity.

This rivalry shows itself in various ways, not all of which seem quite fair and above-board. No complaint can be made if the latest examples of German shipbuilding are sent on voyages which have at least the appearance of an advertisement of German handiwork, but it is another thing to claim, as the *Coloqne Gazette* did on the 9th of last month, "a complete victory over English shipbuilding" on the score that four destroyers building in this country for the Argentine Republic "have now been definitely refused." This statement is contrary to the fact. The contract for these boats was cancelled upon the application of the builders, and the proposal for its rescission in no way emanated from the Argentine Government. The *Coloqne Gazette* implies throughout the article, which it entitles "Victory for the German Industry of Building Warships," that there was some kind of competition between the English and German firms in respect of the destroyers ordered by the Argentine Government, the object of each being to surpass the other, particularly in the matter of speed. The suggestion

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GAMES, BALLS,
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SWINGS, TRICYCLES,
DOLL CARRIAGES, ETC.
TOY LAND.

Experiments on Human Beings
have proved the body building
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10 to 20 times the amount taken

Bovril

1056-1

is altogether erroneous; for, while the English firm supplied engines of 23,000 shaft horse-power, with which the contract speed of 32 knots was obtained, the German firm, which had a similar order, installed engines with a shaft horse-power of 25,000, and thus obtained a higher speed. As British and German trials are made under different conditions, no exact comparison in point of speed is possible. Moreover, the displacement of the British and German boats being the same, it may be assumed that in the latter something, probably in space and weight, was sacrificed in other directions. It is the British practice to secure all the advantages of sea-worthiness, habitability, and efficiency consistent with the attainment of a speed specified by the purchaser. Whether this is the German practice has not been made manifest; and the *Coloqne Gazette* is apparently unaware that during the voyage out to the Argentine one of the German boats had frequently to be towed, and sometimes two of them, while since then it has been reported that so much trouble have these vessels given, both with engines and with guns, owing to the weakness of their hulls, that their crews have nicknamed them "los barcos de papel" (the paper boats). It has also been stated that at least one gun will have to be removed from each vessel, and, however this may be, it is evidently too soon for the *Coloqne Gazette* to announce a victory for German shipbuilders. The English boats, now under the Greek flag at the Piræus, are about to be put to the test of war, and there is no reason for supposing that they will not maintain the richly deserved reputation which other British contract-built vessels have established when submitted to the same arbitration.—*The Times*.

THE KILT THREATENED.

CALAMITOUS OUTLOOK FOR REGIMENTS IN AUSTRALIA.

There has been one calamitous result of the new Territorial organisation of the military forces in Australia—the kilt is threatened! Says a home service paper Lord Kitchener's mathematical system made small allowance for local desires and none for "national" sentiment. A network of organisation designed with regard only for tactical defence and rapid mobilisation was the goal for which he dispassionately steered. But there are two kilted regiments of Scottish Rifles in New South Wales and Victoria (the former being affiliated to our own Black Watch), which are pardonably anxious to preserve their "national" distinctiveness, instead of being merged and obliterated in some local spoke of the Australian defence wheel. So they are clamouring with all the enthusiasm of which Scotsmen are capable for the preservation of the kilt. But the unrelenting Minister for Defence has made it plain that either these regiments (with the kilt) must go, or else Lord Kitchener's Territorial system.

What the outcome will be no ordinary prophet dare conceive, but the matter is not without interest for our own kilted regiments. They have survived more than one assault on their national garment, and the enemies of the kilt found much to strengthen their assaults. The kilt was too conspicuous on the battlefield—and the Boer too good a marksman to miss such a target, hence the high proportion of Highlander casualties in the engagements which culminated in the Magersfontein tragedy. Then the Highlanders donned the khaki apron to hide the kilt, but opposers of the

latter still found something to hit with, for did not the apron only add to the burden of the wearers on long marches? The Highlanders put this logic to ignominious flight by forthwith setting up several marching records under "Fighting Mac." Then the opponents of the kilt pointed out that the apron only covered the wearer's front, the kilt still being an incomparable target when seen from behind. Such an argument was beneath the contempt of the Highlanders, as though any enemy would ever see their back! There was still one argument left for the haters of national distinctiveness in dress, i.e., the kilt left the poor Highlanders' legs to be browned and blistered in South Africa's torrid heat. But the Highlanders could afford to ignore this transparent pretence at maternal solicitude by pointing once again to their marching records. This Highlanders' position is now so secure that, latterly there have been orders prohibiting all but true-born Scotsmen from enlistment in Highland regiments. Nevertheless, an influential official clique have declared war on *esprit de corps* and regimental distinctions, and they doubtless hold that when war becomes just a shade more scientific the kilt will go, just as flying colours, brass bands, and scarlet tunic no longer grace the firing line. Time, and the result of the present Australian tussle, will alone prove that.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"LUETZOW"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazyard, and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th Dec. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th Dec. at 9.30 a.m. All Claims must reach us before the 12th Dec., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 28th November, 1912.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES CHRONIC POISON, BAD LEGS, SKIN Eruptions,
SORE THROAT, BRUISES, PRICKLY HEAT, ITCHING,
AND ALL AFFECTIONS OF THE SKIN.
THERAPION No. 2
CURES CHRONIC WEAKNESS, BRUISES, ITCHING, AND
ALL AFFECTIONS OF THE SKIN.
THERAPION No. 3
CURES CHRONIC WEAKNESS, BRUISES, ITCHING, AND
ALL AFFECTIONS OF THE SKIN.
Sole Agents: **JARDINE, MATHESON & Co., Ltd.**
Hongkong, 1st December, 1912.



THE WESTMINSTER TOBACCO CO. are experienced manufacturers of the highest grades of Turkish and Virginian Cigarettes and the most select brands of pipe Tobaccos. We desire to call the attention of all lovers of a really first-class article to their productions.

Westminster Virginia No. 22's.

" " No. 44's.

" Smoking Mixture Tobacco.

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GARNER, QUELCH & Co.,
TELEPHONE 635. 30 LE AGENTS. 128

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IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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PRINTING INK MAKERS.
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TO LET

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FURNISHED ROOM, at the PEAK, from
1st February next.
Particulars from—
NEUK,
Care of "Daily Press" Office.
Hongkong, 22nd November, 1912.

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OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings
Hongkong, 16th October, 1912. 1222

TO LET.

TUSCULUM, 135, Barker Road, Furnished
for one year from 1st March, 1913.
Apply—
LANE, CRAWFORD & Co.
Hongkong, 2nd December, 1912. 1368

TO LET.

"THE EYRE" No. 13, THE PEAK.
Furnished or Unfurnished, with
immediate possession.
No. 25, CAINE ROAD. 5 ROOMS.
No. 21, SHELLEY STREET.
No. 6, DES VEX VILLAS, 58, THE
PEAK, from 1st March, 1913. Premises will be
thoroughly repaired, painted and colour washed.
68, MOUNT KELLY, Partly Furnished,
immediate possession to 31st May, 1913.
From 1st February, 1913, MERRION, No. 10
PEAK, Furnished or Unfurnished. 6 ROOMS.
"EGGEBOROUGH" No. 114, PEAK. Fur-
nished or Unfurnished, from 1st January, 1913.
6 ROOMS.
For Sale, "GLENSHIEL," 124 and 125,
Barker Road, close to Tram Station.
For Sale, "HARTING and ROGATE"
on part of Kowloon Island Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 4th December, 1912. 122

TO LET.

ON 2nd FLOOR, No. 2, PEDDER STREET.
ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. 173

OFFICE TO LET.

1ST FLOOR, very central, One Large and
One Small Room, Small Godown.
Apply—
C. B. A.,
Care of "Daily Press" Office.
Hongkong, 20th November, 1912. 1330

TO LET.

SHOP in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 27th November, 1912. 1354

TO LET.

OFFICES in KING'S BUILDING
Apply—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., Ltd.
Hongkong, 1st December, 1912. 121

TO LET.

LARGE SUBSTANTIALLY BUILT
GODOWN, situated on Water Front
East Point.
For further particulars apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 15th August, 1912. 995

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria*, with the
American mail, left Yokohama for
this port via the usual Japan ports and
Shanghai on the 28th November, between
6 and 8 a.m.

The T.K.K. str. *Chigo Maru* arrives at
Yokohama from Honolulu on the 2nd
December, and is due in Hongkong via
Manila on the 10th December.

The P.M. str. *Nile*, with the American
mail, left San Francisco for this port
via Honolulu, the usual Japan ports,
Shanghai and Manila on the 23rd Novem-
ber.

The P.M. str. *Mongolia*, with the
American mail, left San Francisco for
this port via Honolulu, the Japan ports
and Manila on the 30th November.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans*, from
Sydney, etc., left Port Darwin on the
2nd December, for Timor, Manila and
this port.

The I.G.M. str. *Prinz Waldemar* left
Sydney on the 16th November, at 11 a.m.,
and may be expected here on or about
the 6th December.

The N.Y.K. str. *Yawata Maru* (Austra-
lian Line) left Sydney for this port on
the 27th November, and is expected here
on the 16th December.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left
Vancouver, B.C., for Hongkong (via
usual ports of call) on the 28th Novem-
ber, a.m.

THE ENGLISH MAIL.

The P. & O. str. *Himalaya* left Singa-
pore for this port on the 30th November,
at 8.30 a.m., with the outward English
mails, and is due here on the 6th Decem-
ber, at about 8 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Albatros*, carrying the
German mails with dates from Berlin of
the 13th November, left Colombo on the
1st December, p.m., and may be expected
here on or about 13th December.

MERCHANT STEAMERS.

The P. & O. str. *Pera* left Singapore
for this port on the 3rd November, at 6
a.m., and is due here on the 8th Decem-
ber, at about 4 p.m.

The N.Y.K. str. *Kamakura Maru*
(Bomby Line) left Singapore for this
port on the 27th November, and is expect-
ed here to-day.

The N.Y.K. str. *Aki Maru* (European
Line) left Singapore for this port on the
29th November, and is expected here on
the 4th December.

The Ben Line str. *Benelux*, from
Antwerp and London, left Singapore on
the 27th November, for this port.

The Apec str. *Gregory Apec*, from
Shanghai and Kobe, left Moji on the 30th
November, p.m., and may be expected
here on or about the 4th December.

The A.L. str. *Africa* left Singapore for
this port on the 29th November, and will
arrive here on the 6th December.

The O.S.K. str. *Canada Maru*, from
Tacoma, left Shanghai for this port on
the 1st December, p.m., and is expected
to arrive here on the 5th December, p.m.

The "Barber Line" str. *Wray Castle*
sailed from New York on the 18th August
for Hongkong via the Straits.
The "Mogul Line" str. *Loqui* left
United Kingdom on the 28th October, for
the Far East via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fausang, from Stager, is due in Hong-
kong 6th December.
Kuising, from Calcutta, is due in Hong-
kong 10th December.

Chipping, from Tientsin, is due in
Hongkong 7th December.
Choyang, from Shanghai, is due in
Hongkong 5th December.

SHIRE LINE, LIMITED.

Manmoulshire, from London, is due in
Hongkong 4th December.

Pemrokehire, from London, is due in
Hongkong 13th December.

INDRA LINE.

Indramayo, from New York, is due in
Hongkong 23rd December.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Okara, from Singapore, is due in Hong-
kong 7th December.

WEATHER REPORT.

On the 3rd at 11.10 a.m.—Pressure has increased moderately along the S. coast of China to Tientsin. It has decreased moderately along the Visayas and slightly over Luzon and Formosa.

The anti-cyclone over China has weakened and spread eastward.

The monsoon will moderate to the north of Hongkong, but remain fresh to strong over the China Sea.

There are indications of a typhoon between Hongkong and the Philippines.

Hongkong rainfall for 24 hours ending at 4 a.m.—0.85 inches.

The forecast for the 24 hours ending at noon is as follows:

District	Forecast.
Hongkong & Neighbourhood	Strong northerly gale.
South coast of China between Hongkong and Luzon.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.
N.E. winds, fresh; overcast, rain.	

CHINA COAST METEOROLOGICAL REGISTER.

3RD DECEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Postoffice	7a.	30.12	41	60			0 b
Emmro	6a.	29.77			W		5
Kadokate	"	29.95			NW		5
Akiko	"	30.04					0
Toshi	"	30.21			SW		1
Agasaki	"	30.31			N		6
Agoshima	"	30.27			ENE		1
Shima	"						
Shi	"						
Shima	"						
Onin Is.	"						
Shio	"						
Yoshinai	"	30.35	37	81	WSW		5
Yankow	"						
Kutiang	"						
Banghai	"	30.37	33	100	NNW		1
Atsuf	"	30.28	44		N		0
Haru Peak	7a.	30.32	58		N		1
Moy	6a.	30.23	58	81	NE		3
Watow	7a.	30.09	60	100	N		6
Aihoku	5a.	30.21			ENE		6
Shi	"	30.03			N		4
Ainu	"	30.08					
Shima	"	30.00			NE		10
Shima	"	3.08			NE		10
Shima	9a.						
Shima	6a.	30.16	56	86	N		2
Shima	7a.				N		2
Shima	6a.	30.14			N		5
Shima	"	30.15	53				3
Shima	9a.				NNW		1
Shima	"						
Shima	6a.	30.24	61		NE		4
Shima	"	30.06	70		NW		5
Shima	"	29.95	75		ENE		6
Shima	"	29.95					0
Shima	"	29.93					0
Shima	"	29.89					0
Shima	9a.				NW		1
Shima	"	29.91					0
Shima	"	29.99	80				

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

**VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

STEAMER	SAILING
"OCKLEY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
Callers at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

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Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

NEXT SAILING:—

S.S. "SANDON HALL" (A. and M. Line)	On 5th December.
S.S. "SCHUYLKILL" (A. and O. Line)	On 30th December.

For Rates of Freight, and Further Particulars, apply to—

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MANAGING AGENTS.

AFRICAN LINES.**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIO"	3,000 tons	Middle of February.
----------------	------------	---------------------

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM COLOMBO:
21st Dec.	Connecting with S.S. "KATANGA" 10th Jan.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

[42-43-44]

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	From HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
(NILE ... 11,000 tons.		Pacific) through Service via
Also CHINA ... 10,200 tons.	SPEED.	NEW YORK to Europe.
PERSIA ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE
OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA,
FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Lights and Fans Individual Electric Reading Light in each berth and
Electric Fan in each Stateroom under passenger's control.
Swimming Tank Is installed on deck for salt water plunges. Bathing
suits on board.
Band Filipino string Band Concerts each afternoon and evening and also during
Tea and Dinner.

Cuisine The Cuisine is under the direct supervision of one of the World's most
famous caterers.

Games and Amusements Deck Games, such as Quads, Shuffle-
board and all kind of gymnastic sports,
are arranged during the voyage, as well as indoor Amusements, such as Musical Entar-
tainments. Dances and Masquerade Balls on deck are also arranged to while away the time.

Wireless and Submarine Signal Service
The most powerful Wireless Telegraph apparatus is installed on all Steamers.
Submarine Signalling is also used as an additional measure of safety.

Bilge Keels Are fitted to the Ships to prevent rolling at sea, thus ensuring
steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals en route. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting
CHINA	10,200	TUESDAY, 10th Dec., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 17th Dec., at 1 P.M.
NILE	11,000	TUESDAY, 31st Dec., at 1 P.M.
MONGOLIA	27,000	TUESDAY, 7th Jan., at 1 P.M.
PERSIA	9,000	TUESDAY, 28th Jan., at 1 P.M.
KOREA	18,000	TUESDAY, 4th Feb., at 1 P.M.
SIBERIA	18,000	
CHINA	10,200	

LET OF PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 4th DECEMBER, 1912.

8 a.m. "HONAM." 8 a.m. "FATSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 5th DECEMBER, 1912.

8 a.m. "KINSHAN." 8 a.m. "HONAM."
10 p.m. "HONAM." 5 p.m. "FATSHAN."**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. MACAO TO HONGKONG.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 8th DECEMBER.

The Company's Steamship
"HEUNGSHAN"
Will depart from the WING LOK STREET, WHARF at 9 a.m. and return
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUHOW LINE.**

S.S. "SALINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers, "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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JAVA-CHINA-JAPAN LIJNREGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAVA	—	JAPAN	First half of December.
TJILIWONG	JAPAN	First half of December.	JAVA	First half of December.
TJIBODAS	SHANGHAI	First half of December.	JAVA	First half of December.
TJIKINI	JAVA	First half of December.	SHANGHAI	First half of December.
TJILATJAP.	JAPAN	Second half of December.	JAVA	Second half of December.
TJIPANAS	JAVA	Second half of December.	JAPAN	Second half of December.
TJITAROEM	JAVA	First half of January.	JAPAN	First half of January.
TJIMAH	JAPAN	First half of January.	JAVA	First half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 30th November, 1912.**BRITISH INDIA S. N. CO., LTD.
APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4600 tons, Capt. J. E. Drake, will be despatched
to SHANGHAI, KOBE and MOJI (YOKOHAMA if sufficient inducement offers)
on 9th Dec.

WESTWARD.

S.S. "JELUNGA," 5205 tons, Capt. D. Masfadyen, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 4th Dec. at 1 p.m.
S.S. "JAPAN," 6013 tons, Captain C. P. Aedon, will be despatched
for SINGAPORE, PENANG, RANGOON and CALCUTTA on 8th Dec.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a fully qualified surgeon.

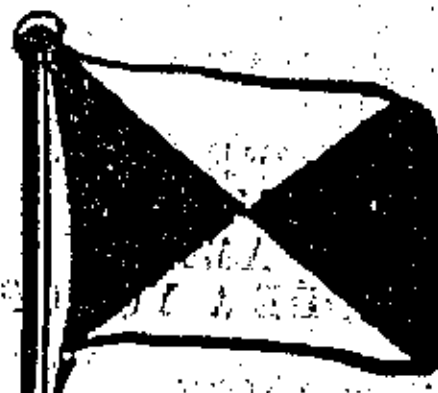
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 3rd December, 1912.

AGENTS.

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 7th Dec., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Dec., 4 P.M.

For Freight or Passage, apply to
HONGKONG, 28th November, 1912.**SHEWAN, TOMES & CO., General Managers.**

PHILIPPINE S.S. CO.

**NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE," Capt. L. FRANK	20,300	{Wedday, 11th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA	"KLEIST," Capt. L. MAASS	17,000	{About Thursday, 12th Dec.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER	6,100	{Saturday, 28th Dec., at 9 A.M.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER	6,100	{About Tuesday, 10th Dec.

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars apply to—

NORDDEUTSCHER LLOYD,**MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd December, 1912.

PASSENGER SEASON 1913.

**NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMEN"	21,060 "	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250 "	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 19TH.
"YOROK"	17,000 "	ON APRIL 1ST.
"PRINZESS ALICE"	20,300 "	ON APRIL 16TH.
"LUETZOW"	17,300 "	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 21st September, 1912.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY EAST-DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec., at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN
TO SHANGHAI

S.S. "AFRICA," 8,800 tons, will leave as above on 6th Dec., at D'light.
S.S. "KOEBER," 9,900 tons, will leave as above on 5th January, at D'light.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and VENICE, VIA
SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUEZ and PORT SAID.
S.S. "NIPPON," 13,950 tons, will leave as above on 2nd Dec.
For TRIESTE, Fiume & VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ETC.
S.S. "PERSIA," 12,500 tons, will leave as above on 31st December.

TO YOKOHAMA, KOBE via SHANGHAI.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above on 30th Dec.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 8th November, 1912.

Princes' Building.

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**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).				
DESTINATION	STEAMERS	TONS	DATE OF SAILING	
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On	9th Dec.
COPENHAGEN and BALIC PORTS	"CANTON"	6,500	On	15th Jan.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.
ARTHUR NILSSON & CO.
YORK BUILDINGS, TOP FLOOR.

For Freight and Further Particulars, apply to
TELEPHONE No. 171
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

**THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.**

Head Office for the Far East:— 16, DES VOUX ROAD, HONGKONG.
SHANGHAI: 23, FOODCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
CHIEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SUMATRA AND YOKOHAMA	Capt. W. E. Le Mare, R.N.R.	10 A.M. 4th Dec.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.R.	11th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. E. Hickey	Noon 7th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE, WANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. H. Powell	About 11th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. For Further Particulars apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 4th December, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG, WEIHAIWEI & CHEFOO	"SUNGKIANG"	On 4th Dec, 10 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 4th Dec, 4 P.M.
SHANGHAI	"CHINHUA"	On 5th Dec, 4 P.M.
SHANGHAI	"ANHUI"	On 7th Dec, 11 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 10th Dec, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays. BUTTERFIELD & SWIRE, AGENTS. Hongkong, 4th December, 1912. TELEPHONE 36.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. SAMBIA	8th Dec.
S.S. ARMENIA	17th Dec.
S.S. ALSTER	27th Dec.
S.S. SILESIA	14th Jan.
S.S. O. J. D. AHLERS	26th Jan.
S.S. SUEVIA	10th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd December, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 6th Dec., at 11 A.M.
"HAIYANG"	Capt. J. S. Roach	TUESDAY, 10th Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 13th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WED'DAY, 4th Dec., at 11 A.M.
		SUNDAY, 8th Dec., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS

Hongkong, 4th December 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	13th Dec.	On 13th Dec, Noon
ST. ALBANS		On 4th Jan, Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER. Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., Noon.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st December, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. and TACOMA via JAPAN PORTS.

Steamers	Captains	Leave
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kano	SATURDAY, 4th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	
"CHICAGO MARU"	I. Goto	

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA
Calling at SHANGHAI, MOJI, " " " "
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIYO MARU"	Y. Yamamoto	WED'DAY, 4th Dec., at 10 A.M.

FOR TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Tadigami	SUNDAY, 8th Dec., at 10 A.M.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 15th Dec., at 10 A.M.

FOR ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WED'DAY, 11th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 5th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For Further INFORMATION, apply to

S. HIROL.

MANAGER Second Floor, No. 1, Queen's Building.

COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 4th Dec., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	16,000	WED'DAY, 4th Dec., at Noon.
	TANGO MARU Capt. K. Kuwara	13,500	WED'DAY, 18th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Irizawa	12,500	THURSDAY, 5th Dec., at Noon.
	TAMBA MARU Capt. S. Wada	12,500	TUESDAY, 17th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	FRIDAY, 20th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	7,000	WED'DAY, 15th Jan., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KIRIN MARU Capt. M. Deguchi	5,000	SATURDAY, 14th Dec.
BOMBAY via SINGAPORE and COLOMBO	TOTOMI MARU Capt. —	5,000	MONDAY, 9th Dec.
KOBE and YOKOHAMA	AKI MARU Capt. B. Koi	12,500	THURSDAY, 5th Dec., at 11 A.M.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU Capt. T. Hori	12,500	WED'DAY, 4th Dec.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	7,000	WED'DAY, 18th Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Tazawa	12,000	MONDAY, 9th Dec.

§ Fitted with New System of Wireless Telegraphy.

! Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25 2nd Class £17
" " LONDON via NEW YORK...	1st Class £55 2nd Class £40
" " " via MONTREAL...	1st Class £54 2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK...	£102
" " " via MONTREAL...	£100

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-686

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STRANERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	Neon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January 18	MOOLTAN	10000	Feb. 15	Feb. 21
ASSAYE	7500	February 1	MALOJA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	February 15	MOREA	11000	Mar. 15	Mar. 22
DEVANHA	8000	March 1	MARMORA	10500	Mar. 29	April 5
DELTA	8000	March 15	MEDINA	12500	April 12	April 18
INDIA	8000	March 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May 10	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

(INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOYARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
BOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NAVLIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NOBE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

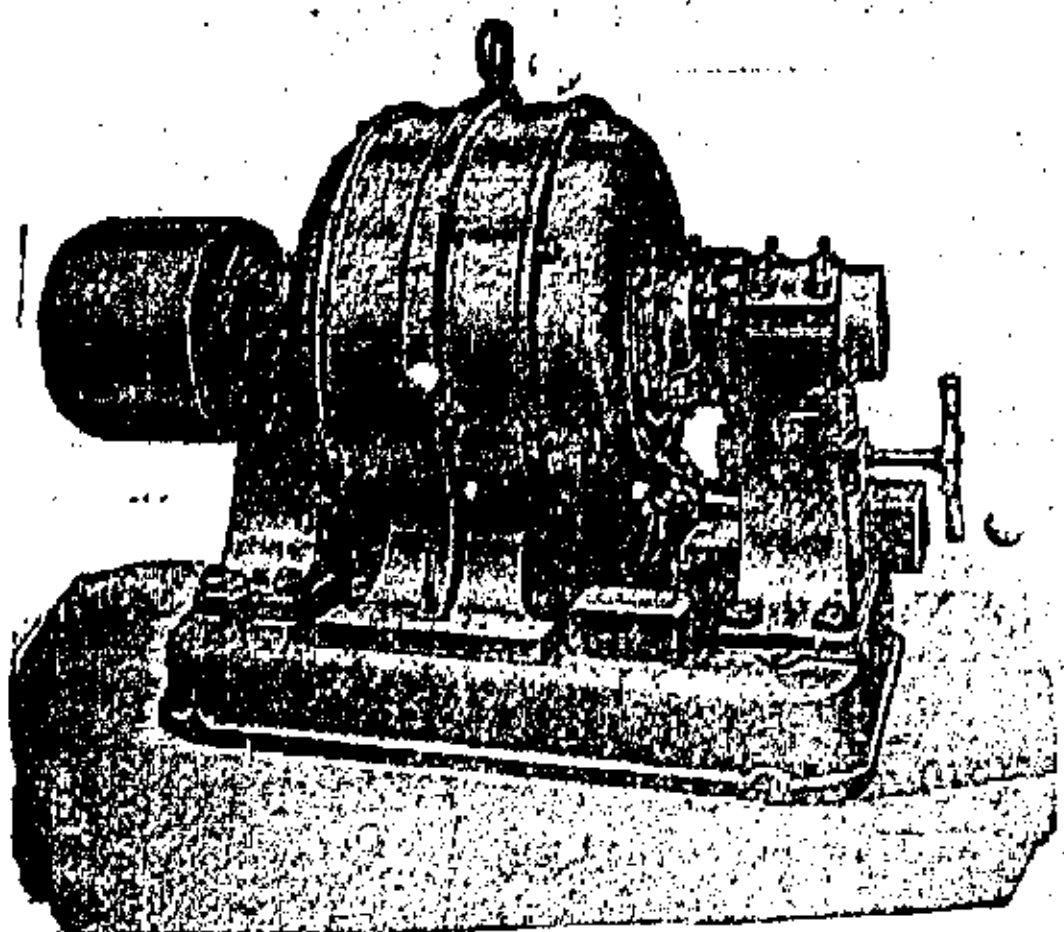
2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD, Acting Superintendent.

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HUGO C. A. FROMM.



Titan
BERGERHOF
RHLD.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Hongkong, 2nd December, 1912.

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN,
ARTIFICIAL SILK.

Hongkong, 2nd December, 1912.

SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

PET. WILH. KROMMES, ELBERFELD.

Hongkong, 2nd December, 1912.

POST OFFICE NOTICE

The *Andal* is expected to arrive here to-day, with the London Mails (via Siberia) of Saturday, Wednesday and Friday, the 9th, 13th and 15th ultimo.

The *Calcutta*, with the French Mail, is expected to arrive here to-morrow, at daylight.

The *Himalaya*, with the English Mail, left Singapore on Saturday, the 30th November, at 8.30 a.m., and may be expected to arrive here to-morrow, at about 8 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 30th October, and for despatch overland on the 6th November.

The *Asia* is expected to arrive here on Friday, the 6th inst., with the London Mail (via Siberia) of Saturday, the 16th ultimo.

FOR	PER	DATE
Fort Bayard, Haiphong, Pakhoi and Saigon	Si-Kiang	Wednesday, 4th, 8.00 A.M.
Shanghai, North China, and Japan via Moji	Sumatra	Wednesday, 4th, 9.00 A.M.
Haifong, Pakhoi and Saigon	Sunkiang	Wednesday, 4th, 9.00 A.M.
Swatow, Amoy and Foochow	Kayo Maru	Wednesday, 4th, 9.00 A.M.
Swatow	Haiman	Wednesday, 4th, 10.00 A.M.
Teingtau, Weihaiwei and Chefoo	Hangchow	Wednesday, 4th, 11.00 A.M.
Siam	Suez	Wednesday, 4th, 11.00 A.M.
Straits	Bayern	Wednesday, 4th, 11.00 A.M.
Shanghai, North China and Japan via Moji	Colombo Maru	Wednesday, 4th, 11.00 A.M.
Straits, and India via Calcutta	Jahangir	Wednesday, 4th, 11.00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	Taiyuan	Wednesday, 4th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 4th, 1.15 P.M.
Shanghai and North China	Zhangang	Wednesday, 4th, 2.00 P.M.
Philippine Islands	Tan	Wednesday, 4th, 3.00 P.M.
Straits and Ceylon	Hirano Maru	Wednesday, 4th, 4.00 P.M.
Shanghai and North China	Hoyano	Wednesday, 4th, 5.00 P.M.
Haifong	Wongkai	Wednesday, 4th, 5.00 P.M.

Shanghai, North China, Japan via Moji	Shidagawa Maru	Thursday, 5th, 11.00 A.M.
Victoria, B.C., and Seattle	Sui Tai	Thursday, 5th, 1.15 P.M.
Macao	Chinhu	Thursday, 5th, 3.00 P.M.
Shanghai and North China	Caledonia	Thursday, 5th, 4.00 P.M.
SHANGHAI, NORTH CHINA AND JAPAN VIA KOBE (EUROPE VIA SIBERIA)		
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Himalaya	Thursday, 5th, 5.00 P.M.
Shanghai and North China	Africa	Thursday, 5th, 5.05 P.M.
Swatow, Amoy and Foochow	Hatching	Friday, 6th, 10.00 A.M.
Japan via Kobe	Typhoon	Friday, 6th, Noon
Macao	Sui Tai	Friday, 6th, 1.15 P.M.
Teingtau, Chefoo and Chikwanan	Cheongshing	Saturday, 7th, 11.00 A.M.
Straits, and India via Bombay	Ischia	Saturday, 7th, 11.00 A.M.
WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE VIA BRINDISI (Late Letters, 11.00 to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 6th December, at 5 p.m.		
Philippine Islands	Yuenang	Saturday, 7th, 1.00 P.M.
Macao	Sui Tai	Saturday, 7th, 1.15 P.M.
Philippine Islands	Zafiro	Saturday, 7th, 3.00 P.M.
Shanghai and North China	Ashu	Sunday, 8th, 9.00 A.M.
Japan via Yokohama	Okura	Sunday, 8th, 9.00 A.M.
Swatow	Haiman	Monday, 9th, 3.00 P.M.
Shanghai, North China, Japan via Kobe	Rutsum	Tuesday, 10th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	

SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, CANADA, UNITED STATES AND SOUTH AMERICA VIA SAN FRANCISCO (EUROPE VIA SIBERIA)	China	...
Batavia, Samarang and Sourabaya	Tibodas	...
Philippine Islands	Kaifong	...
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE VIA NAPLES	Princess Alice	...
Swatow, Amoy and Foochow	Haiyang	...
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)	Monteagle	...

COMMERCIAL

CLOSING QUOTATION

OF	December 3rd
LONDON:—	
Telegraphic Transfer	2-1/2
Bank Bills, on demand	2-1/4
Bank Bills, at 30 days sight	2-1/4
Bank Bills, at 4 months sight	2-1/4
Credit, at 4 months sight	2-1/4
Documentary Bills, at 4 months sight	2-1/4
PARIS:—	
Bank Bills, on demand	2-1/4
Credit, at 4 months sight	2-1/4
ON GERMANY:—	
On demand	2-1/4
ON NEW YORK:—	
Bank Bills, on demand	50
Credit, at 60 days sight	51
ON BOMBAY:—	
Telegraphic Transfer	155
Bank, on demand	153
ON CALCUTTA:—	
Telegraphic Transfer	155
Bank, on demand	153
ON SHANGHAI:—	
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA:—	
On demand	101
ON MANILA:—	
On demand	102
ON CINGAPORE:—	
On demand	89
ON ATATIA:—	
On demand	125
ON AIKHO:—	
On demand	2 1/2 p.m.
ON SAIGON:—	
On demand	par
ON BANGKOK:—	
On demand	73
SOVEREIGNS, Bank's Buying Rate	\$3.35
GOLD LEAF, 100 fine, per test	\$50.30
BAR SILVER, per oz.	23 1/2

SUBSIDIARY COINS

Chinese	20 cents pieces	per cent
Chinese	10	\$6.98
Hongkong	20	\$5.00
Hongkong	10	\$7.25

MAILS VIA SIBERIA

Date	London	Shanghai
November 15th	November 30th	
November 16th	December 2nd	

SHARE LIST—QUOTATIONS.

HONGKONG, 3RD DECEMBER, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS
BANKS:—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$810, sales
China Bank, Limited	60,000	\$12	all	\$24, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$2.10, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9
COMMERCIAL:—				
Two Cotton Spinners & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 118, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7.60, sal. & sel.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$20 1/2, buyers
DOCK AND WHARVES:—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$77 1/2, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55 1/2
New Amoy Dock Co., Limited	10,000	\$64	all	\$64
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 103
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$24 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$11 1/2, buyers
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$24 1/2
Hongkong Ice Company, Limited	5,000	\$25	all	\$20
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19 1/2
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$2, buyers
INSURANCE:—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$247 1/2, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$145, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$371, sal. & buy.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 132, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$815
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$187 1/2 @ Ex 75
LANDS AND BUILDINGS:—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105, sales
Hampshire's Estate and Finance Co., Ltd.	150,000	\$10	all	\$35, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$35, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 91
West Point Building Co., Limited	12,500	\$50	all	\$57, buyers
Manchukuo Land Co., Limited	25,000	Gds. 10	all	Tls. 75, sales
MANUFACTURING:—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-
Chinese Mines, Limited	50,000	\$1	all	75/-
Heaswood Tin and Rubber Estate, Ltd.	715,280	2/-	all	4/-
Reed Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4, sellers
Peak Tramways Co., Limited	50,000	\$10	all	\$11 1/2, buyers
Philippine Co., Limited	75,000	\$10	all	\$5
RAFFINERIES:—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Lesser Sugar Refining Co., Limited	7,000	\$100	all	\$33 1/2
STEAMSHIP COMPANIES:—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$84
Douglas Steamship Co., Limited	20,000	\$50	all	\$27 1/2, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000	\$15	all	\$95 1/2, L'don
Indo-China Steam Navigation Co., Ltd.	60,000,000	\$1	all	sal. \$28 10/-
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	112/-, sellers
Star Ferry Company, Limited	50,000	\$25	all	\$35
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4
STOCKS AND DISPENSARIES:—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$8 1/2, buyers
Watkins, Limited	10,000	\$10	all	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5.80, buyers
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Grande, Price & Co., Ltd.	50,000	\$10	all	\$10
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$32, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900,000	\$10	all	\$9, sellers
Union Waterheat Co., Limited	100,000	\$10	all	\$14, sellers
Hongkong Tramway Co., Ltd.	325,000	5/-	all	5/-, x. div.

DAILY WIRE

Para Rubber in London	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per

TO-NIGHT

9 P.M.—Madame Eva Gauthier's Concert at the City Hall.	Thursday, 19th Dec.—
9.15 P.M.—Bijou Scenic Theatre.	9 P.M.—Performance by Local Amateurs of Oscar Wilde's "An Ideal Husband," at the Theatre Royal.

FORTHCOMING EVENTS

Monday, 9th Dec.—	Thursday, 21st Dec.—
3 P.M.—Auction of Crown Land at Macdonnell Road, by Public Works Dept.	9 P.M.—Performance by Local Amateurs of Oscar Wilde's "An Ideal Husband," at the Theatre Royal.

OPINION

Quotations are:—	October 15th
Malwa New	\$2,925/2,950 per picul
Malwa Old	\$2,965/2,975 "
Malwa Older	\$2,990/3,000 "
Malwa V. Old	\$3,025/3,050 "
Persian fine quality	\$1,200 "
Persian extra fine	\$1,400 "
Persian New	\$3,600 "
Persian Old	\$3,650 "
Banars New	\$3,550 "
Banars Old	\$3,550 "

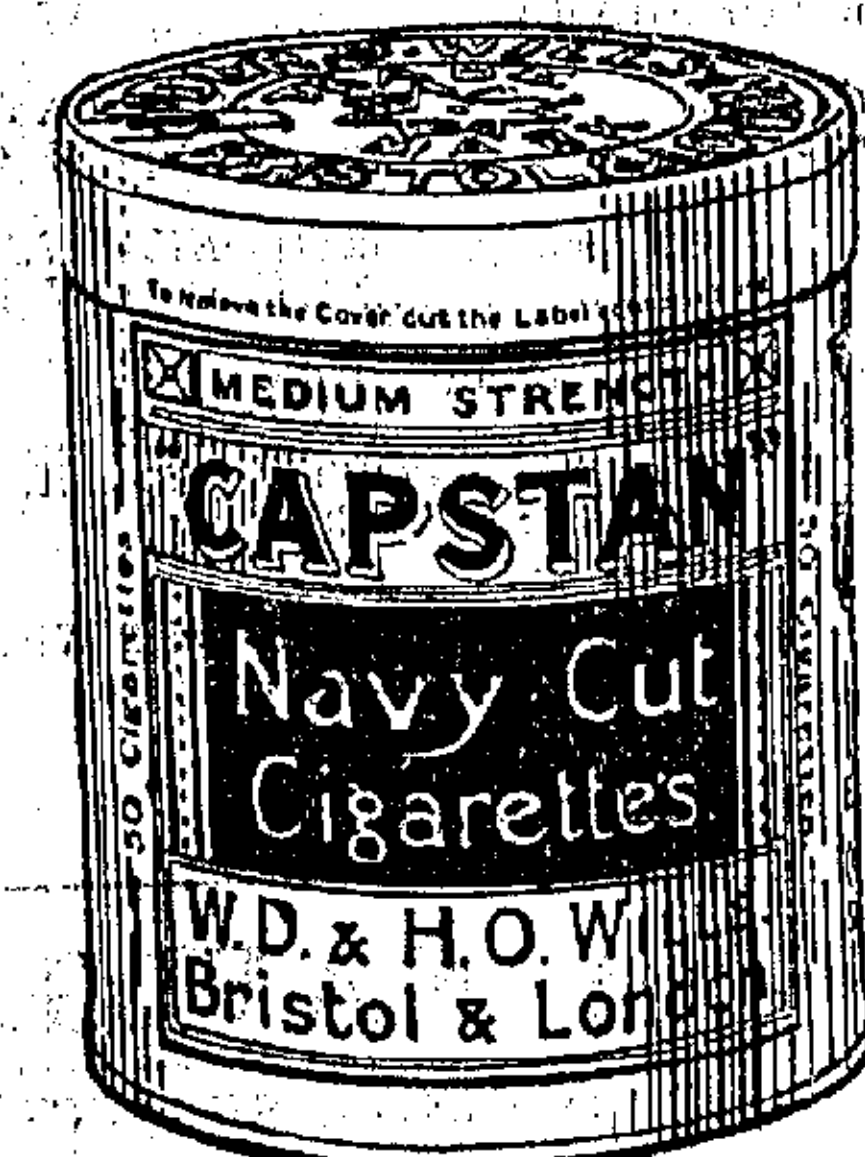
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TOBACCO & CIGARETTES
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CHAMPAGNES. MOET AND CHANDONS

DRY IMPERIAL EPERNAY.
Per Case, 12 Quarts\$68.00
" " 24 Pints.....\$66.00

PERRIER JOUET
OLD, VINTAGE CUVÉE, EPERNAY.
Per Case, 12 Quarts\$56.00
" " 24 Pints.....\$58.00

VICTOR CLIQUOT
SPECIAL DRY RHEIMS.
Per Case, 12 Quarts\$35.00
24 Pints.....\$39.00

GÄNDE, PRICE & CO., LTD.
WINE MERCHANTS,
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